


NOTES

1. THE BARRIER AND FOOTER SHALL BE CAST USING THE FIXED FORM OR THE SLIP FORM CONSTRUCTION METHOD. IN EITHER CASE THE FOOTER AND BARRIER SHALL BE CAST SEPARATELY. MONOLITHIC PLACEMENT NOT PERMITTED.
2. THE BARRIER AND FOOTER SHALL BE CONSTRUCTED USING CONCRETE MIX NO.6 (4500 PSI) CONTINUOUSLY PLACED.
3. THE CONTRACTOR HAS THE OPTION TO CONSTRUCT THE BARRIER FOOTER AND BARRIER AFTER CONSTRUCTION OF THE PAVEMENT. THE FOOTER FORMS, IF REQUIRED, SHALL BE REMOVED BEFORE PLACING PAVEMENT.
4. WHEN THE BARRIER IS CONSTRUCTED USING THE SLIP FORM METHOD EXTRA DIAGONAL NO.4 REINFORCEMENT BARS ARE REQUIRED. SEE STD. MD 648.15 FOR THE DIAGONAL BAR ARRANGEMENT DETAILS.
5. ALL REINFORCEMENT BARS, INCLUDING ENDS, SHALL BE EPOXY COATED. ALL BARS SHALL BE BENT BEFORE APPLYING EPOXY COATING. ALL BAR LAPS TO BE 20 BAR DIAMETERS. TIE BARS TOGETHER. VERTICAL NO.4 BARS SHALL BE GRADE 40.
6. SPACING OF CONTRACTION JOINTS SHALL BE 20 FEET REGARDLESS OF CONSTRUCTION METHOD.
7. COST OF THE CONCRETE FOOTER, ALL REINFORCEMENT AND EXCAVATION SHALL BE INCIDENTAL TO BE CONTRACT UNIT PRICE PER LINEAR FOOT FOR CONCRETE MEDIAN TRAFFIC BARRIER TYPE A.
8. WHEN THE BARRIER IS CONSTRUCTED ON EXISTING RIGID PAVEMENT THE COST OF ALL REINFORCEMENT, DRILLED HOLES, GROUT, LABOR, TOOLS, EQUIPMENT, ETC., SHALL BE INCIDENTAL TO THE CONTRACT UNIT PRICE PER LINEAR FOOT FOR CONCRETE MEDIAN TRAFFIC BARRIER TYPE A.
9. TOLERANCES IN DIMENSIONS SHOWN SHALL BE WITHIN 1/4".

JERSEY SHAPE - FOR REPLACEMENT PURPOSES ONLY

SPECIFICATION 604	CATEGORY CODE ITEMS
APPROVED	<i>Kirk G. McCall</i> DIRECTOR - OFFICE OF HIGHWAY DEVELOPMENT
	APPROVAL • SHA REVISIONS
	APPROVAL 7-16-90
	REVISED 10-1-01
	REVISED

Maryland Department of Transportation
STATE HIGHWAY ADMINISTRATION
STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES

CONCRETE JERSEY SHAPE MEDIAN TRAFFIC BARRIER TYPE A

STANDARD NO. MD 648.12